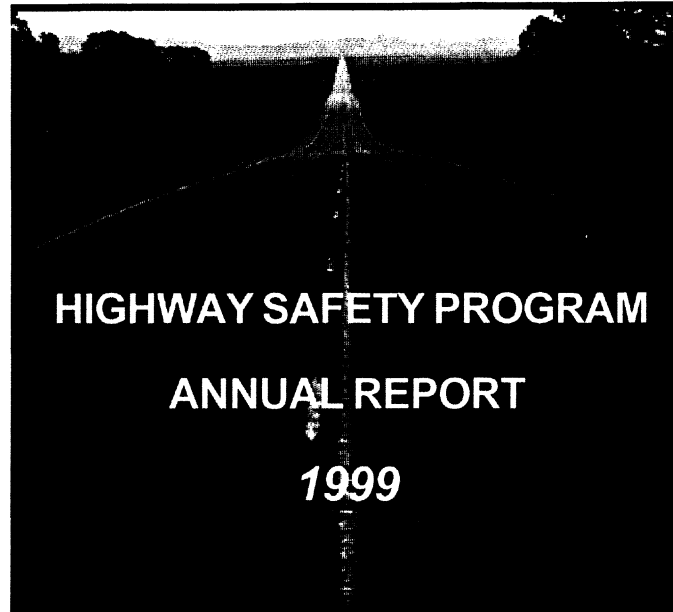


STATE OF MISSOURI



**ACTIVITIES FOR FISCAL YEAR 1999
(OCTOBER 1, 1998 THROUGH SEPTEMBER 30, 1999)**

**MEL CARNAHAN
GOVERNOR**

**GARY B. KEMPKER
DIRECTOR
DEPARTMENT OF PUBLIC SAFETY
GOVERNOR'S HIGHWAY SAFETY REPRESENTATIVE**

**JOYCE F. MARSHALL
DIRECTOR
DIVISION OF HIGHWAY SAFETY**

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FOREWORD

Our mission—to reduce the number and severity of traffic crashes and resulting deaths and injuries—requires the staff of the Missouri Division of Highway Safety to work closely with state and local agencies in an attempt to develop programs which are innovative, cost efficient and, above all, effective in saving lives. This is accomplished through development and administration of the Governor's Highway Safety Program.

In keeping with this administration's philosophy to provide quality customer service, we strive to incorporate involvement from both traditional and non-traditional partners in our safety endeavors. Expanded partnerships enable us to reach a broader base of customers with the life-saving messages of traffic safety.

The accomplishments noted in this report would not have occurred without the dedication and foresight of the staff of the Division of Highway Safety and the support of the Department of Public Safety. In addition, the State Highway Patrol; Statistical Analysis Center of the Patrol; Missouri Safety Center; Safety Councils; North Central, Southeast and Southwest Missouri Safe Communities; Missouri Advocates for Traffic Safety; Law Enforcement Traffic Safety Advisory Council (LETSA); and the Region VII National Highway Traffic Safety Administration (NHTSA) office continually provided assistance and helped expand our creativity and scope.

Comments or questions relevant to this report may be directed in writing to:

Joyce F. Marshall, Director
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EXECUTIVE SUMMARY

Guidelines

The Annual Report for the Missouri Division of Highway Safety covers those activities funded for the period October 1, 1998 through September 30, 1999. The structure of this report attempts to follow the guidelines set forth by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) Order 960-2/7510.3A.

Purpose

The National Highway Safety Act of 1966 charges each Governor with the responsibility of establishing a state highway safety program. In the State of Missouri, the program is administered through the Missouri Division of Highway Safety (MDHS), a division of the Department of Public Safety. The mission of the MDHS is to reduce both the number and severity of traffic crashes and the deaths and injuries resulting from these crashes.

Problem Identification

Traffic crashes are, unfortunately, an accepted part of our mobile society. In 1998, there were 194,984 traffic crashes in Missouri resulting in an estimated economic loss to the state of \$3.2 billion. In these crashes, 79,746 people were injured while another 1,169 lost their lives. Tragically, motor vehicle crashes are the leading cause of death for persons aged 5-34 years.

Problem Solution

An annual Highway Safety Plan is developed by the MDHS utilizing statewide traffic crash data. Statistics are maintained by the Highway Patrol in a repository identified as STARS—Statewide Traffic Accident Reporting System. The Patrol's Statistical Analysis Center compiles the data into a comprehensive report known as the Traffic Safety Compendium. This Compendium contains the following statistics that enable MDHS to produce a data-driven Highway Safety Plan:

- traffic safety problem areas (e.g., drinking & driving, speeding, failure to use safety devices, engineering issues);
- geographic locations (hot spots for traffic crashes); and
- demographics (target groups by age, gender, urban vs. rural, etc.).

Strategies

State and local governmental agencies are solicited to assist in the development of countermeasure projects to address these problems. These projects are then compiled into a comprehensive traffic safety plan for the state. Federal funding to support the Plan is channeled to the state from the Section 402 Highway Safety Program within the US Department of Transportation. In addition to regular 402 funding, Missouri received an alcohol incentive grant from Section 410 and a special occupant protection grant from Section 157.

Successes/Results

Although the Division supported numerous projects in each problem area addressed in Missouri's 1999 Highway Safety Plan, not all of those projects are incorporated into this report. We have accounted for a sampling of projects which we believe are particularly worthy of note. In some instances, we have chosen to aggregate multiple projects into one activity area (e.g., Police Traffic Services, Safe Communities). We consider this to be a satisfactory representation of Missouri's 1999 Highway Safety Program.

Budget

Total obligation of federal funding and expenditures by the State of Missouri for FY '99 were as follows. (Detailed expenditures are provided in the Budget Addendum.)

<u>Funding Code</u>	<u>Problem Area</u>	<u>Amount Obligated</u>	<u>Amount Expended</u>
157	Occupant Protection	\$936,000.00	\$311,824.91
402	All Traffic Safety	\$4,379,616.28	\$3,582,923.71
410	Alcohol Incentive	\$1,420,919.07	\$447,312.76
 TOTAL	 ALL GRANTS	 \$6,736,535.35	 \$4,342,061.38

Program Evaluation

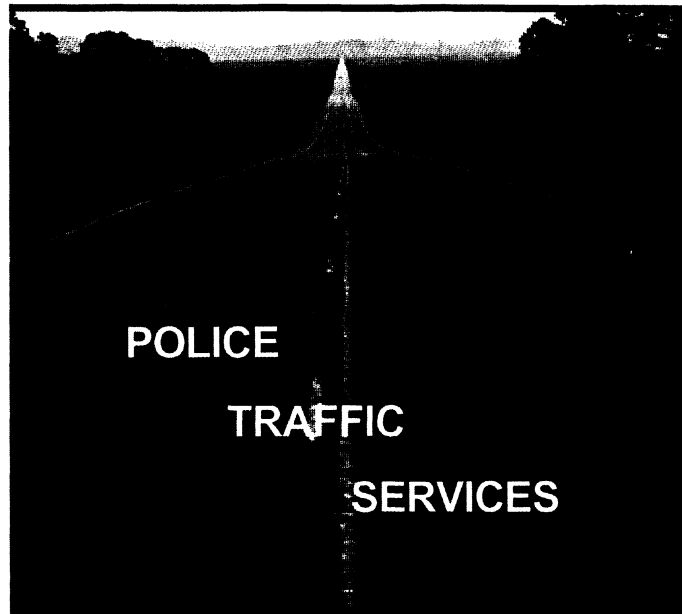
Two types of evaluation methods are used to determine program effectiveness—administrative and impact. Administrative evaluations measure the operational efficiency of task activities relative to meeting the established goals and objectives of the project. Impact evaluations determine the extent to which the project was able to effectively impact traffic crash involvement. Included within this Annual Report are traffic safety countermeasure programs which have demonstrated best practices. These programs satisfy most, if not all, of the following criteria:

- they employ crash statistics to identify problem areas;
- they target high risk groups of individuals;
- they apply the knowledge and expertise of the local community to propose workable solutions;
- they apply varied resources from numerous sources;
- they are comprehensive in design;
- they seek to modify behavior through effective enforcement, education, and engineering.

Internal Activities

In addition to administering programs which are funded through state and local government agencies, Division staff participate in activities to further traffic safety within the state. These include, but aren't limited to:

- production and distribution of traffic safety materials;
- legislative tracking and review;
- training and presentations (e.g., child safety seats; safety belts; law enforcement grant applications; traffic safety programs; legislation; youth leadership conferences);
- exhibits (e.g., safety fairs; conferences; State Fair);
- press conferences & media events; and
- federal, state and local committees/boards with like-minded missions



LAW ENFORCEMENT ACTIVITIES**PROGRAM AREA(S)**

Police Traffic Services

JURISDICTION SIZEAvailable to over 700 local Law Enforcement Agencies
plus State Highway Patrol**TYPE OF JURISDICTION**

Statewide

TARGETED POPULATION(S)

Law Enforcement Community

PROJECT CHARACTERISTICS

Comprehensive enforcement projects blending any combination of the following activities: alcohol (sobriety checkpoints, DWI saturation enforcement); occupant protection; and hazardous moving violations.

PROBLEM IDENTIFICATION

In 1998, Missouri had a total of 194,984 traffic crashes resulting in a total of 1,169 deaths and 79,746 injuries. The economic loss associated with these traffic crashes was estimated to be \$3,240,900,000.

In order to be effective, traffic safety countermeasure programs must include components for education, engineering, and enforcement. As calls-for-service, court appearances, and record keeping demands increase for law enforcement, they often do not have the time needed to concentrate on specific traffic problems. Targeted traffic enforcement usually requires additional funding for overtime or full-time manpower support designated to a traffic unit. Most law enforcement agencies do not have the funding necessary for these activities.

GOALS AND OBJECTIVES

To reduce traffic crash deaths and injuries in Missouri with specific emphasis on impaired drivers, drivers committing other hazardous moving violations, and drivers failing to employ occupant restraint devices in their vehicles.

- Increase police visibility thereby increasing compliance with traffic laws
- Heighten awareness of the motoring public to traffic safety issues
- Partner media with law enforcement for more effective programs
- Ultimately change social acceptance for disregard of traffic laws and unsafe driving behaviors

STRATEGIES AND ACTIVITIES

Projects to support the following enforcement activities were provided to 75 local law enforcement agencies plus the Missouri State Highway Patrol:

1. Hazardous Moving Violations—provide overtime funding for officers to concentrate at high incident areas during peak hours of the day and days of the week

FUNDING

Section 402: \$ 885,256.61

Section 410: \$

CONTACT

Law Enforcement Program Managers
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2. **DWI Saturation Enforcement**—fund additional law enforcement officers to work saturation patrols during peak hours and the worst days of the week in areas where high incidences of alcohol-related crashes have occurred
3. **Sobriety Checkpoints**—provide training, equipment, supplies and funding for overtime to support 5 checkpoints per local agency plus statewide checkpoints for the Highway Patrol
4. **Occupant Protection**—Host safety belt/child restraint checkpoints; participate in safety fairs; produce and disseminate educational materials/promotional items; make safety presentations at community events

RESULTS

1. **Hazardous Moving Violations:** 43 agencies received funding for these projects resulting in the following arrests for HMMVs—14,593; DWI/Drug—197; Other traffic violations—23,972; Occupant restraint violations—4,967
2. **DWI Saturation Enforcement:** 31 agencies received special enforcement projects which resulted in DWI & Drug arrests—1,272; other HMMVs—4,200; Occupant restraint violations—909; Other violations—4
3. **Sobriety Checkpoints:** 26 agencies held 141 checkpoints (86 of those were local law enforcement; the remainder were held by the State Patrol): DWI—941; Drug Violations—199; Occupant Restraint Violations—540; Other HMMVs—943; Other Violations—4,878
4. **Occupant Protection:** 9 agencies received funding for special projects which resulted in 1,820 occupant restraint violations
5. **Missouri State Highway Patrol Show Me Safe and Sober IV Operation** resulted in the following: DWI arrests—298; Other HMMVs—4,638; Warnings—7,473
6. **Missouri State Highway Patrol Aircraft Speed Enforcement** resulting in the following: Speeding arrests—14,576; Total arrests —18,700

LAW ENFORCEMENT TRAINING**PROGRAM AREA(S)**

Police Traffic Services & Alcohol (410)

JURISDICTION SIZEAvailable to all law enforcement agencies
(700+)**TYPE OF JURISDICTION**

Statewide

TARGETED POPULATION(S)

Law Enforcement Community

PROJECT CHARACTERISTICS

Traffic safety training designed to fit the needs of law enforcement (affordable, accessible, and POST-certified with continuing education credits).

PROBLEM IDENTIFICATION

In Missouri, police training has evolved from no training or 120-hour training to mandated 470/600/1000 hours. The problem with Missouri's basic training is that traffic safety/enforcement is very limited due to the many other topical training demands. In order to address this need, the Missouri Division of Highway Safety has provided funds to develop and conduct specialized training programs for enforcement personnel in the areas of traffic crash investigation, impairment detection and apprehension, and management of traffic enforcement systems. Through these efforts, many departments have established and maintained traffic divisions which have greatly increased the enforcement of traffic laws on the streets and highways of our state. To keep pace with the needs of field officers, the programs offered must be cutting-edge technology, using the latest information and equipment. With the ever changing driving environment, the role of the traffic law enforcement officer must also change to meet the increased skill levels required to investigate, detect, apprehend, and assist in the conviction of offenders. Through the offering of specialized training courses, law enforcement officers will be able to increase their knowledge and skills in the area of traffic enforcement.

GOALS AND OBJECTIVE

To provide traffic-safety related training to complement and enhance law enforcement efforts in the State of Missouri.

STRATEGIES AND ACTIVITIES

- Provide training on detection and apprehension of impaired drivers; field sobriety testing; courtroom testimony; and DWI crash investigation techniques
- Utilize the standardized course curricula established by the National Highway Traffic Safety Administration
- Offer training that informs law enforcement officers of the legal aspects of traffic stops, sobriety checkpoints, and DWI enforcement (utilizing the expertise in the Attorney General's Office)

FUNDING**Section 402: \$143,672.23****Section 410: \$ 53,850.28****CONTACT****Jackie Allen, Program Manager
Missouri Division of Highway Safety
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(573) 751-4161**

- Offer training to law enforcement that is low in cost and close in proximity
- Offer training that meets the Peace Officers Standards and Training (POST) requirements in order to give officers continuing education hours

RESULTS

The following courses were offered: Crash Investigation Series; DWI Detection and Apprehension; Sobriety Checkpoint Supervisor Training; Standardized Field Sobriety Testing; High Risk Vehicle Stops; Looking Beyond the DWI; Vehicle Stop Search and Seizure; Accident Reconstruction; EVOC Training; Radar Training; Commercial Vehicle Accident Investigation; and Pedestrian/MQ Accident investigation. Law enforcement training was offered by several POST-certified providers across the state. A total of 1,152 officers were trained at a cost of \$171.46 per student.

**LAW ENFORCEMENT TRAFFIC SAFETY ADVISORY
COUNCIL (LETSAC)****PROGRAM AREA(S)**

Police Traffic Services

TYPE OF JURISDICTION

Statewide

PROJECT CHARACTERISTICS

Provides funding for meetings and conferences for the Law Enforcement Traffic Safety Advisory Council

JURISDICTION SIZE

Potential to represent of all state and local law enforcement agencies in Missouri

TARGETED POPULATION(S)

Law enforcement agencies and specifically traffic officers

PROBLEM IDENTIFICATION

The division of highway safety recognizes the need to have input from law enforcement officers in order to develop effective traffic safety countermeasure programs. Traffic officers, because of their daily hands-on involvement in traffic safety, have the unique ability to provide the best feedback in this area. It would be impossible, however, to try to garner input from all the traffic officers from the 700+ law enforcement agencies across the state.

GOALS AND OBJECTIVES

To establish a law enforcement council to serve in an advisory capacity to the Missouri Division of Highway Safety. (LETSAC provides recommendations, direction, guidance, and information/training to enhance the efforts of the law enforcement community of the State of Missouri.)

STRATEGIES AND ACTIVITIES

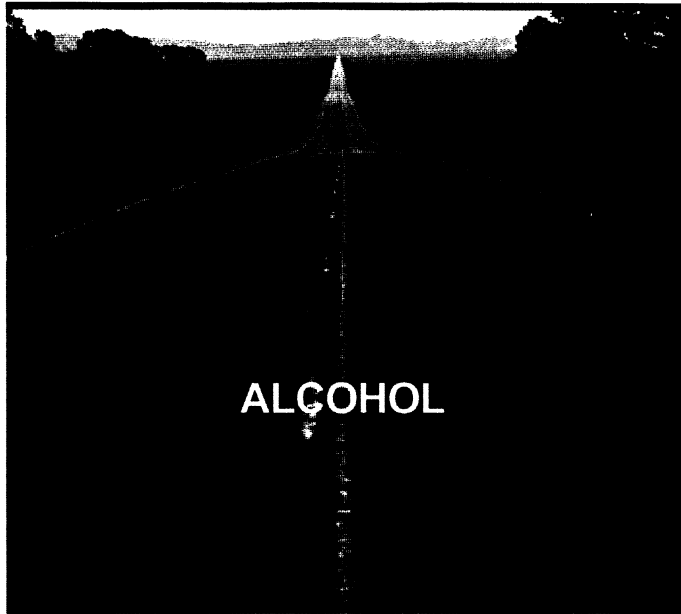
- Hold monthly planning meetings
- Hold two General Membership meetings
- Hold one Annual Conference

RESULTS

- The board met bimonthly
- LETSAC reviewed legislative issues and provided testimony upon request at hearings
- Training:
 - Search & Seizure (provided by the Attorney General's Office);
 - Legal Training for Traffic Officers(provided the Attorney General's Office);
 - Traffic Officer Safety at the Roadside;
 - .08 BAC Legal Training;
 - Legislative Updates
- Annual Conference was held in July with an attendance of 157 delegates representing 110 departments; traffic safety sessions were provided at the conference

FUNDING**Section 402: \$ 15,000.77****Section 410: \$****CONTACT**

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MISSOURI IMPAIRED DRIVING ASSESSMENT**PROGRAM AREA(S)**

Alcohol

JURISDICTION SIZEAbility to impact all licensed drivers in the state
(3.9 million)**TYPE OF JURISDICTION**

Statewide

TARGETED POPULATION(S)

DWI Offenders

PROJECT CHARACTERISTICS

With the assistance of the National Highway Transportation Safety Administration (NHTSA) and Missouri Division of Alcohol and Drug Abuse (ADA), a team of national experts was contracted by the Missouri Division of Highway Safety to review Missouri's impaired driving programs. The team used NHTSA's "Impaired Driving Assessment Program Advisory Guidelines" and testimony presented during briefings to assess the status of the program. Strengths and areas in which the program should be improved were identified and recommendations were provided in the areas of prevention, deterrence, treatment & rehabilitation, driver licensing and program management.

PROBLEM IDENTIFICATION

In 1998, there were 194,984 traffic crashes in the State of Missouri. Of these crashes, 8,730 (4.7%) were alcohol related; however, of all fatal crashes, 23.9% involved a person drinking. The Missouri Division of Highway Safety has the responsibility for problem identification, development of countermeasure programs, monitoring and evaluation of federal and state traffic safety funds. Because of the seriousness of the alcohol-related crash problem, a large percentage of the Division's efforts are directed toward public information/education and enforcement in this area. Analyzing available data, planning and coordination is critical in developing impaired driving programs due to the number of "partners" that must be included.

GOALS AND OBJECTIVES

- To plan, coordinate and conduct an Impaired Driving Assessment for the State of Missouri.
- The recommendations identified in the assessment will be used to:
- Strengthen impaired driving programs that have been effective.
- Plan and coordinate new impaired driving programs.
- Provide new ideas to the professionals who are active in the impaired driving battle.
- Introduce and promote legislation to deter driving while impaired.

STRATEGIES AND ACTIVITIES

- An Impaired Driving Assessment was proposed and recommended by the Governor's DWI Commission.
- The Division of Highway Safety entered into partnership with the Division of Alcohol and Drug Abuse.
- With assistance from NHTSA, a multi-disciplinary team of national experts was contracted to review written and oral testimony from highway safety professionals targeting the areas of prevention, deterrence, treatment & rehabilitation, driver licensing, and program management.

FUNDING

Section 402: \$
Section 410: \$ 10,385.98

CONTACT

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RESULTS

- The Missouri Impaired Driving Assessment was conducted April 19-23, 1999 at the Capitol Plaza Hotel in Jefferson City, Missouri.
- 14 priority recommendations were presented to the Director of Public Safety, Director of Alcohol and Drug Abuse and the Director of Highway Safety.
- The assessment team provided a written report containing the recommendations.
- The recommendations were presented to the members of the Governor's Commission on DWI for review, prioritization and recommendation to the Governor.
- The recommendations are used as a resource for developing programs targeting impaired driving.

**ALCOHOL SAFETY AWARENESS AND PREVENTION
PROGRAM (ASAP)****PROGRAM AREA(S)**

Alcohol

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Young Adults 15-20

PROJECT CHARACTERISTICS

ASAP was implemented in October 1998 as an educational and enforcement project designed to reduce the number of minors attempting to purchase alcoholic beverages and increase the community's awareness on the issue. ASAP is an enhanced to the "Badges in Business" and "Server Training" programs that have been conducted in the past. The enhanced program includes a highly visible enforcement and public awareness component (Party Patrol) to saturate targeted communities with alcohol enforcement and education efforts during special events. ASAP promotes and requires partnership and coordination between the Missouri Division of Liquor Control, local retail establishments, community groups, schools, media, and criminal justice agencies to increase awareness as well as prevent, restrict and deter underage alcohol sales.

PROBLEM IDENTIFICATION

The alcohol involvement rate for young drivers, based upon the total licensed driver population, is twice that of the over 21 age driver. In addition, the use of alcohol by minors has been shown to play a part in teen theft, arrests and suicides. Juvenile courts across the country consistently report that over 50% of the cases they encounter involve alcohol consumption as a contributing factor. Alcohol consumption also plays a part in academic failure in both high school and college and plays a significant role in health and dependence issues for young people. Many areas of the state experience a high volume of incidents where minors regularly attempt to purchase alcohol. In addition, there are prime times throughout the year when underage drinking is consistently problematic such as proms, graduations, sporting events, holiday weekends and community festivals.

GOALS AND OBJECTIVES

- To reduce the number of minors attempting to purchase alcoholic beverages throughout the state.
- To increase the awareness of liquor establishment owners and employees, local law enforcement agencies, community organizations and schools on the liquor laws in Missouri, issues of underage drinking and sale of alcohol to intoxicated persons.
- To conduct ten (10) highly visible enforcement and public awareness efforts focused around special events, in selected communities.

FUNDING**Section 402: \$****Section 410: \$ 101,140.09****CONTACT**

Marcia Haldiman, Program Manager
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STRATEGIES AND ACTIVITIES

Each Liquor Control District was required to select one community event during the year to conduct ASAP public awareness, education and enforcement activities. The other locations were selected based upon the population, type of community (college, resort, etc.) and events.

During the week prior to the special event, a press release was issued publicizing ASAP and the coordinated efforts between local law enforcement and the Missouri Division of Liquor Control. "Server Training" workshops were scheduled and held for liquor establishment owners and employees. On the night of the event, "Badges in Business" investigations were conducted at local retail establishments and "Party Patrol" enforcement efforts were conducted at the selected events (eg. county fair, prom, St. Pat's Day celebration, July 4th). After the saturation event, a press release was issued announcing the results of the ASAP program in the area newspaper, radio and television stations.

RESULTS

- 15 ASAP saturation projects were conducted resulting in 296 arrests of minors, attempting to purchase and/or minor in possession of intoxicating liquor.
- 82 "Server Training" workshops were conducted training 2170 individuals in responsible alcohol service and current liquor laws in Missouri.
- 561 "Badges in Business" investigations were conducted resulting in the arrest of 272 minors and confiscation of 187 false identifications.
- The Division of Liquor Control received very positive media coverage in all areas where ASAP saturation efforts were conducted.
- The Division of Liquor Control was able to establish new partners with local law enforcement and communities where ASAP saturation efforts were held.

**BREATH ALCOHOL INSTRUMENT UPGRADE
SUPPORT AND TRAINING****PROGRAM AREA(S)**

Alcohol

JURISDICTION SIZE

700+ Law Enforcement Agencies

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Law Enforcement Community

PROJECT CHARACTERISTICS

Reassigns refurbished breath alcohol instruments to local law enforcement agencies and provides training to officers using this equipment.

PROBLEM IDENTIFICATION

Law enforcement needed new technology in the area of breath alcohol instruments. Older breath alcohol instruments needed to be replaced throughout the state in order to be decertified and make way for new technology. Missouri Statutes on Implied Consent require that all officers who administer evidentiary tests on impaired drivers be approved and trained as specified by the Missouri Department of Health (DOH). The Missouri Safety Center Breath Lab trains both Type II and Type III operators as well as officers needing training on the different types of instruments which will be reassigned to their jurisdictions.

GOALS AND OBJECTIVES

To increase DWI arrests and conviction rates in Missouri by:

- assuring law enforcement agencies have quality breath test equipment in efficient working order; and
- providing proper training to utilize the equipment.

STRATEGIES AND ACTIVITIES

- PHASE I—Provide an orderly, accountable method to place new breath instruments in the field, along with the required training for the officers who will use and administer the maintenance of the instruments.
- PHASE II—Provide an orderly, accountable method of placement of the reassigned BAC Verifiers (trade-in units from MSHP) to local enforcement agencies. This process will require testing, calibration, and change of E-proms (erasable, programmable, read only memory) in each instrument and the subsequent training (update) of the receiving agency's personnel.
- Provide support training for all law enforcement agencies in the State of Missouri who currently operate or upgrade their breath testing instruments. Specifically, this training shall consist of Full Type II Supervisor (44 hour)

FUNDING**Section 402: \$ 153,733.17****Section 410: \$****CONTACT**

Jackie Allen, Program Manager
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certification, Type II update training for the following instruments: BAC Verifier, Datamaster, Intoxilyzer 5000, or RBT IV. The project will also conduct the full Type III training on the following instruments: BAC Verifier, Datamaster, Intoxilyzer 5000, and RBT IV. All training curricula will be approved by the Department of Health for implementation for the certification of officers under their rules and regulations.

- Make available for loan the Breath Alcohol Testing (BAT) Van to local agencies for use in their alcohol enforcement efforts.

RESULTS

Total number of officers trained: 219

• Type II Supervisor Course	65
• Type II Verifier Lab	31
• Type II Datamaster Lab	28
• Type II Intoxilyzer 5000 Lab	8
• Type III Operators	84
• Type II Alco-Sensor Lab	3

The lab repaired the following instruments:

• BAC Verifiers	72
• Datamasters	41
• Intoxilyzer 5000's	30
• Alco Sensor 3	4
• SD 2	5
• Alco-Sensor Lab 3 (PBT)	5

In addition, the lab provided up-date/repair/warranty parts to 61 separate units in the field where the local Type II could perform the repair/service. The lab placed 13 breath instruments in the field. The staff of the breath lab answered over 400 telephone calls for service, provided expert testimony on 15 different cases, and answered subpoenas on 9 occasions.

- The lab staff provided materials and made presentations to over 830 Missourians ranging in age from 14 to 90.
- Assisted in conducting the alcohol component in 10 other courses offered at CMSU/MO Safety Center.
- Prepared 94 BAC Verifiers for Y2K (year 2000 software installed).

The BAT Van was loaned to local law enforcement agencies, resulting in a total of 167 arrests for DWI.

THINK FIRST MISSOURI**PROGRAM AREA(S)**

Youth Alcohol

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Urban and Rural

TARGETED POPULATION(S)Upper Elementary, Junior & Senior High School
Students and Adult employees**PROJECT CHARACTERISTICS**

Educational programs offered in an assembly-type setting intended to increase knowledge about the causes associated with traumatic brain and spinal cord injuries.

PROBLEM IDENTIFICATION

In the State of Missouri during 1998, there were 1,169 persons killed and 79,746 injured in traffic crashes. Of all 1998 Missouri traffic crashes 31.1% involved one or more drivers under the age of 21. Of all fatal Missouri traffic crashes 23% involved a young driver. Young drivers account for only 10% of all licensed drivers in the State of Missouri and continue to be significantly overrepresented in their involvement in Missouri traffic crashes.

A small part of an initial research and demonstration grant conducted in 1980 on the study of traumatic spinal cord injury in central Missouri found that the incidence of injuries in Missouri paralleled numbers nationally. Young people between 15 and 25 years of age were over-represented in these injuries. Traumatic head and spinal cord injuries result in disabilities that have no known cure. Given the nature of these injuries and the baseline data, it became clear that intervention was needed.

Traffic safety issues especially associated with young drivers are complex. Practical solutions combining a number of educational programs must be utilized for the hard-to-reach target groups.

GOALS AND OBJECTIVES

To reduce the number and severity of traffic crashes involving young drivers by increasing awareness of traumatic brain and spinal cord injuries among those at greatest risk, and to provide ways to prevent these injuries from happening.

STRATEGIES AND ACTIVITIES

THINK FIRST Missouri's school assembly program was developed as a school-based education program for adolescents and is intended to increase knowledge about causes of these injuries. The one-hour program is designed for upper elementary, junior and senior high school students and is typically presented in an assembly format by young adults with brain and spinal cord injuries. THINK FIRST Missouri acknowledges the fact

FUNDING

Section 402: \$ 86,028.00

Section 410:

CONTACTTempe Humphrey, Program Manager
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that the messenger is as important as the message when attempting to persuade people. One of the primary reasons THINK FIRST has been so popular is that the presenters are youthful, dynamic speakers—young adults who suffered such injuries themselves. The program is also fast-paced and energetic, which is especially important with young audiences.

The Corporate Program under THINK FIRST Missouri offers a similar format to the assembly program but for corporations throughout Missouri to educate their employees. Individuals who have sustained a brain or a spinal cord injury from a motor vehicle crash are the featured speakers who deliver a powerful message of traffic safety at the work site or a community forum.

THINK FIRST Missouri Speakers Bureau has been established with approximately sixteen (16) speakers. Some of these speakers only present at school assembly presentations, some strictly at corporate/community traffic safety programs, and a few present at either. The Corporate/Community Traffic Safety Program will deliver at least thirty-six (36) traffic safety programs to Missouri work sites or community organizations during the contract year.

The Program Coordinator administers, implements, and monitors activity within the two programs. Duties include scheduling prevention activities (school assemblies and corporate/community programs), referrals, and program speakers; recruiting, training and collaborating with other prevention specialists.

Emphasis during the THINK FIRST Missouri prevention programs is placed on:

- Safety Belt Use and Safe Driving Behavior
- Speeding
- Drinking and Driving
- Helmet Usage
- Proper Bystander Behavior

Results:

- THINK FIRST Missouri held sixty-five (65) school assembly programs at 61 schools reaching over 13,015 students
- Corporate/Community Traffic Safety Program made 40 presentations at 40 sites reaching 4,188 people
- THINK FIRST Missouri distributed fifteen (15) THINK FIRST curriculum kits, collaborated with various agencies in several injury prevention activities and held a Young Traffic Offender Program each month within the University of Missouri-Columbia School of Medicine

TRAFFIC SAFETY CURRICULUM: FUEL FOR YOUR HEAD

PROGRAM AREA(S)

Youth (with emphasis on Alcohol, Speed, & Occupant Protection)

JURISDICTION SIZE

Approximately 70,000 15 & 16 year olds with permit/license

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

15 and 16 year-olds in Health, Consumer and Family Science, and Drivers Education Classes

PROJECT CHARACTERISTICS

Fuel for Your Head is a CD-ROM based curriculum designed for Health, Consumer and Family Science, and Drivers Education Classes. The target age group is 15 and 16 year-olds who are just beginning to drive.

PROBLEM IDENTIFICATION

Young drivers between the ages of 16 and 20 comprise only 10% of all licensed drivers in the State of Missouri, yet they account for nearly 31% of all traffic crash deaths. Despite these alarming figures, our youth often get very limited instruction and practice when it comes to driving.

GOALS AND OBJECTIVES

The goal of this project is to help young drivers become better aware of the significance of driving safely and hence to reduce the number and severity of traffic crashes involving young drivers in the State of Missouri

STRATEGIES AND ACTIVITIES

- To create three, stand-alone traffic safety lessons which will present a moderate amount of information to users in a light, yet informative approach covering two course periods (100-120 minutes of course time).
- To create a dual-platform, multimedia, interactive CD-ROM which contains text, graphics/pictures, audio files, URLs (web addresses), and movies within three, stand-alone lessons.
- To create a CD-ROM based curriculum that is flexible enough to meet the individual needs of teachers and classes with varying levels of computer knowledge and/or availability.
- To create a Teacher's Manual which specifies the curriculum objectives, outlines the Show-Me Standards, and gives suggested learning activities for three, stand-alone lessons.
- To inform 15 and 16 year-olds about the basic rules of the road, how the consequences of poor driving can affect people for a lifetime, and how to handle different driving scenarios.
- To provide all schools, serving the target audience, with the free curriculum.

FUNDING

Section 402: \$ 3,317.22

Section 410: \$

CONTACT

**Tempe Humphrey, Program Manager
Missouri Division of Highway Safety
P.O. Box 104808
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RESULTS

With the assistance of the Missouri State Highway Patrol DWIVA and Safety Officers, law enforcement and safety advocates statewide, the Division of Highway Safety has distributed over 2000 copies of *Fuel for Your Head* to schools across Missouri.

Comments from teachers and students continue to be very positive. With their suggestions, an updated version of the curriculum is planned with the addition of a new lesson on risk taking and minor changes and additions to the current lessons. The second version should be available by Fall of 2000.

Noteworthy: *Fuel for Your Head* was recognized nationally during the 1998 National Association of Governor's Highway Safety Representatives Annual Conference. Governor Mel Carnahan recognized Kris Farris, Safety Specialist with the Division of Highway Safety, as Missouri's State Employee of the Month for her work on *Fuel for your Head*.

YOUTH LEADERSHIP TRAINING/CONFERENCES**PROGRAM AREA(S)**

Youth Alcohol

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Urban and Rural Schools

TARGETED POPULATION(S)

High School Students

PROJECT CHARACTERISTICS

These conferences are designed to empower youth to take an active role in preventing alcohol and other drug use and the impaired driving that accompanies such use. They are based on the belief that young people can become a potent force in combating substance abuse and supporting safe driving practices among other teens.

PROBLEM IDENTIFICATION

A young driver's inexperience combined with extreme risk taking has tragic consequences. In the State of Missouri during 1998, there were 1,169 persons killed and 79,746 injured in traffic crashes. Of all these traffic crashes, 31.1% involved one or more drivers under the age of 21. Of all fatal crashes, 23% involved a young driver although young drivers only account for 10% of all licensed drivers in the State. Young drivers continue to be significantly overrepresented in their involvement in Missouri traffic crashes. The tragedy is that most of these injuries are preventable. Efforts to understand why adolescent drivers are at increased risk for motor vehicle injury point to unsafe driving habits as a primary contributor. Behaviors most frequently associated with such injury and death are non-use of safety belts, speeding and driving under the influence of alcohol or other drugs.

GOALS AND OBJECTIVES

- To modify behavior regarding substance abuse, drinking and driving, and other unsafe driving practices among the targeted population
- To host three youth leadership training conferences in Missouri during the summer of 1999

STRATEGIES AND ACTIVITIES

At the conferences, teens had the opportunity to see firsthand the seriousness of the young driver problem in Missouri. Not only was the problem of drinking and driving addressed, but also other highway safety concerns ; * lack of seat belt and child restraint usage * aggressive driving * speeding * pedestrian and bicycle safety * motorcycle and ATV safety

While attending the Youth Leadership Training/Conferences the students:

- increased their knowledge about alcohol and other drug use and impaired driving and explored their attitudes and behavior related to these topics
- were introduced to a variety of strategies for the prevention of youth alcohol and drug use and impaired driving
- built social, leadership and organizational skills by practicing them in a supportive setting

FUNDING**Section 402: \$ 63,311.28****Section 410: \$****CONTACT**

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- developed action plans to implement prevention activities
- were empowered to take a lead role in working with their peers and adults to address issues related to unsafe driving behaviors
- were provided with on-going assistance to their schools and communities to implement prevention activities
- were provided with opportunities during the school year for all schools to participate in a joint activity.

RESULTS

The following schools attended the Youth Conference in Moberly, MO:

- Higbee R-VIII School, Higbee, MO
- Howard County R-II, Glasgow, MO
- Keytesville R-III School, Keytesville, MO
- Livingston R-1, Ludlow, MO
- Moberly Senior High School, Moberly, MO
- North East R-IV School, Cairo, MO
- Westran High School, Huntsville, MO
- North East R-IV School, Cairo, MO

The following schools attended the Team Spirit Leadership Training Conference in Cape Girardeau, MO:

- Valle High School, Ste. Genevieve, MO
- Southland C-9 High School, Caldwell, MO
- Clarkton High School, Clarkton, MO
- Holcomb R-III High School, Holcomb, MO
- Oak Ridge High School, Oak Ridge, MO
- Twin Rivers High School, Broseley, MO
- Perryville High School, Perryville, MO
- Meadow Heights High School, Patton, MO
- Charleston High School, Charleston, MO

The following schools attended the Team Spirit Leadership Training Conference in Springfield, MO.

- Blair Oaks High School, Wardsville, MO
- Everton High School, Everton, MO
- Forsyth High School, Forsyth, MO
- Glendale/Kickapoo High Schools, Springfield, MO
- Lutie High School, Lutie, MO
- Pleasant Hope High School, Pleasant Hope, MO
- Purdy High School, Purdy, MO
- St. Elizabeth High School, St. Elizabeth, MO
- Southwest Missouri Indian Center
- Willow Springs High School, Willow Springs, MO

CHEERS DESIGNATED DRIVER PROGRAM**PROGRAM AREA(S)**

Alcohol

JURISDICTION SIZE

Available to all communities with college campuses

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Drinking population in college/university communities

PROJECT CHARACTERISTICS

A designated driver program for local communities which uses students from the local college/university campus to market and implement programs at the licensed serving establishments.

PROBLEM IDENTIFICATION

The primary cause of death for persons between the ages of 1-34 is traffic crashes, and alcohol consumption has been found to be a leading contributor to those crashes. Young adults and males, especially, are usually the ones involved in these crashes. The 1998 Missouri traffic crash statistics indicated that 4.7% of the total crashes were drinking related; however, 23.9% of all fatal crashes were alcohol related—approximately 4 times as many.

In the last decade, college and university administrators have developed an increased interest in the amount of alcohol students are consuming, even to the point of advocating that alcohol abuse is the major problem presently confronting their institutions.

GOALS AND OBJECTIVES

Reduce the number of alcohol-impaired drivers in college/university communities

STRATEGIES AND ACTIVITIES

The purpose of Project CHEERS is to implement and coordinate designated driver programs throughout the state. Colleges and universities serve as distribution points for program development, while the students serve as promoters for the program utilizing the slogan, "Working Together We Can Save Lives." Project CHEERS is based at the University of Missouri-Columbia campus. A Program Coordinator administers, implements, and monitors CHEERS activities statewide. In addition, a Marketing Coordinator provides technical assistance to design promotional materials/incentives to complement the program, and a Program Evaluator conducts campus-wide surveys to research alcohol awareness programs and measure the impact of the University alcohol awareness programming efforts.

- Establish CHEERS chapters at colleges/universities throughout Missouri
- Secure liquor-serving establishments to participate in the program
- Provide establishments with signs, cups and promotional items
- Provide support to established chapters statewide
- Develop a media campaign to promote CHEERS
- Expand Project CHEERS Lifesavers volunteer organization

FUNDING

Section 402: \$ 54,853.47

Section 410: \$

CONTACT

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RESULTS

There are currently 18 Project CHEERS Chapters statewide 11 of which are active:

Central Missouri State University (inactive)
Community Alliance for Healthy Kids (inactive)
Lincoln University (inactive)
Preferred Family Healthcare (Kirksville-inactive)

Stephens College-Columbia
University of Missouri – Columbia
University of Missouri – Rolla

Washington University
Westminster College

Columbia College
Gull-Ables (Camdenton-inactive)
Maryville University
St. Louis Community College-Meramec
(inactive)
Unite 2000 of Webster Groves
University of Missouri – Kansas City
University of Missouri – St. Louis
(inactive)
Webster University
William Woods College

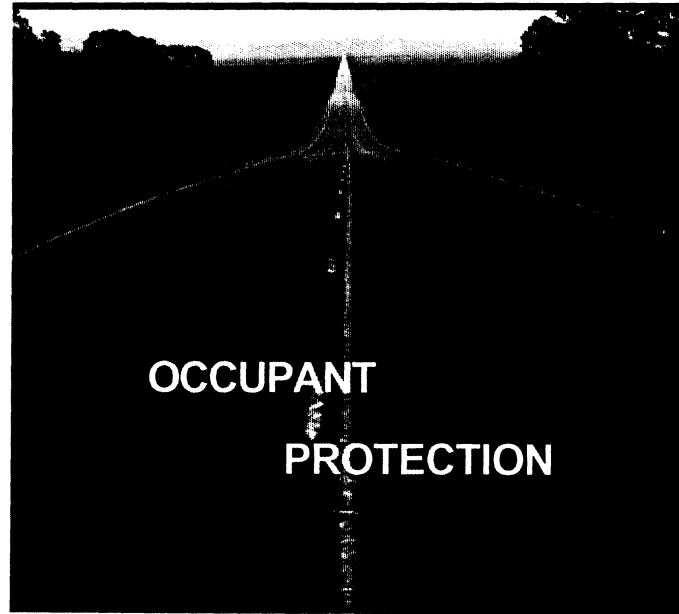
This has been a transition year with a change in the CHEERS Project Coordinator. Efforts are being made to find ways to retain chapters. Changes in administration and student participants continue to be problematic. No new chapters were established, however, several schools are targeted for the upcoming year: Avita College, Central Methodist College, Cottey College, Fontbonne College, and Rockhurst College.

24 Hour Walk – This annual event was highly successful. Over 1,000 UMC students participated. Project Cheers was also acknowledged on 106.9 FM radio noting it was the 10th year of the Program.

BACCHUS/GAMMA National Convention – Project CHEERS presented in Orlando, Florida during the 1999 BACCHUS/GAMMA National Convention for an audience of students and advisors from across the Nation.

Several campus activities were held throughout the grant year promoting Project CHEERS including exhibits at community and campus fairs promoting Project CHEERS, Alcohol Awareness Month, Project CHEERS Birthday Party. Project CHEERS was also presented at various statewide conferences.

Noteworthy: The University of Missouri – Columbia received a grant for a collaborative program that will bring the 12 major universities in Missouri together to develop preventive measures regarding alcohol use. This is an ideal opportunity for Project CHEERS to be reintroduced or introduced to those universities participating in the grant. It also offers the potential for greater contact with CHEERS Chapters.



CHILD SAFETY SEAT TRAINING PROGRAM**PROGRAM AREA(S)**

Occupant Protection

JURISDICTION SIZE

500+ but with unlimited potential

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Parents, child care providers, law enforcement officers, and health care professionals

PROJECT CHARACTERISTICS

"Train-the-Trainer" type of public education and information program designed to reach the target population with messages regarding the importance of utilizing child safety seats and the importance of correct use.

PROBLEM IDENTIFICATION

Too many children under age four are being killed and injured in motor vehicle crashes. The two largest contributing factors are lack of education/training and misuse of child restraints.

GOALS AND OBJECTIVES

Reduce deaths and injuries in the 0-4 age group resulting from traffic crashes.

STRATEGIES AND ACTIVITIES

- Educate and train parents, caregivers, law enforcement and others about the correct use of child safety seats in a variety of settings including conferences, safety fairs, and trainings.
- Participate in local child safety seat checks which educate caregivers on proper child safety seat installation.
- Participate, coordinate and instruct students in the NHTSA Standardized Child Passenger Safety training.

RESULTS

Educated over 500 individuals about proper child safety seat use. (Over 300 individuals were trained in FY 98 bringing the cumulative total to over 800.) Those trained were encouraged to share this information with others in their communities, agencies, day cares, and hospitals by holding trainings and other educational sessions. These sessions include one-on-one instruction with caregivers, group instruction and community car seat inspections. All training was accomplished by one individual within the Highway Safety office.

FUNDING**Section 402: 17,944.68****Section 410:****CONTACT**

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LOCAL TRAFFIC ANALYSIS PROGRAM (MOTIS)**PROGRAM AREA(S)**

Traffic Records

JURISDICTION SIZE

700+Law Enforcement Agencies

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)Local Law Enforcement Agencies and Local
Traffic Engineering Offices**PROJECT CHARACTERISTICS**

The Missouri (local) Traffic Information System (MOTIS) is a PC based software system designed for use by local law enforcement agencies and traffic engineers to assist them in tracking statistical traffic data. Input data is also utilized to generate both general and customized reports concerning enforcement activities and traffic crash occurrences.

PROBLEM IDENTIFICATION

In an effort to identify crash demographics more effectively and efficiently and in a uniformed manner, the MOTIS software program was developed for Missouri law enforcement agencies to meet the following criteria:

Enforcement—Identify causation factors at high crash locations for manpower deployment; reports are used to track all traffic enforcement efforts as a measuring tool.

Engineering—Identify high crash locations and provide information (e.g., causation factors, crash types, environmental conditions, roadway conditions). Statistical data is used to develop traffic crash countermeasure programs.

Education—Supply traffic crash and enforcement information for use in public information programs.

The MOTIS software, of course, must be continually upgraded in order to provide the most effective program for law enforcement. In an effort to enlist as many enforcement agencies as possible in the program, it is necessary to provide information to interested agencies about the workings of MOTIS (how to obtain the program software, how to participate in the cost sharing of hardware, and how to receive the training necessary to utilize the entire MOTIS package).

GOALS AND OBJECTIVES

To provide local communities with a software system that enables them to evaluate data on specific traffic problems, thereby affording them the opportunity to develop countermeasures in enforcement, engineering, and education.

- Completion of programming of the Windows 95™ based software.
- Conduct pilot testing of software with selected users.
- Distribution of software to current user base.
- Conduct training and information programs for users (current and new).
- Host at least two meetings of the MOTIS Technical Committee for development of long and

FUNDING**Section 402: \$83,240.00****Section 410:****CONTACT**

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short range planning for up-grades to software.

- Complete each of the modules under development in the new Windows software version and pilot test them as to compatibility and usability for the field users.
- Pilot test the new version of the software with selected field users who can provide data for debugging and compatibility from the field users perspective.
- Distribution of software to current users with regional training or a software program to guide installation and usage of the program and conversion of data files.
- Begin an aggressive campaign to promote MOTIS among other agencies and departments who are not currently MOTIS users.
- Conduct a series of MOTIS training sessions and demonstrations for selected agencies around the state.
- Conduct two meetings of the MOTIS Technical Committee to obtain input on future additions and enhancements to the software for 2000 and beyond.

CURRENT USERS

There are 134 agencies currently using the MOTIS software. Requests for the software from new agencies will be furnished upon release of the new Windows based version.

TRAINING SESSIONS / COMPUTER LAB UPGRADES

Training on the new Windows version was provided for selected BETA sites as the debugging process began. No new training is being conducted during the debugging and upgrade process. Improvements in the computer laboratory were implemented to address advancements in technology and for expanded training needs.

- Network system established to test multi-user environment and to enhance training capabilities.
- Upgrade of individual workstations.
- Addition of a server, CD writer, and five new computers.
- All current computers tested for Y2K compatibility.
- Software upgraded to Visual FoxPro 6.0.

PRESENTATIONS

- 50TH Annual Traffic Conference, Columbia, MO
- Region VII Safety Data Workshop, Kansas City, MO
- LETSAC Conference, Osage Beach, MO

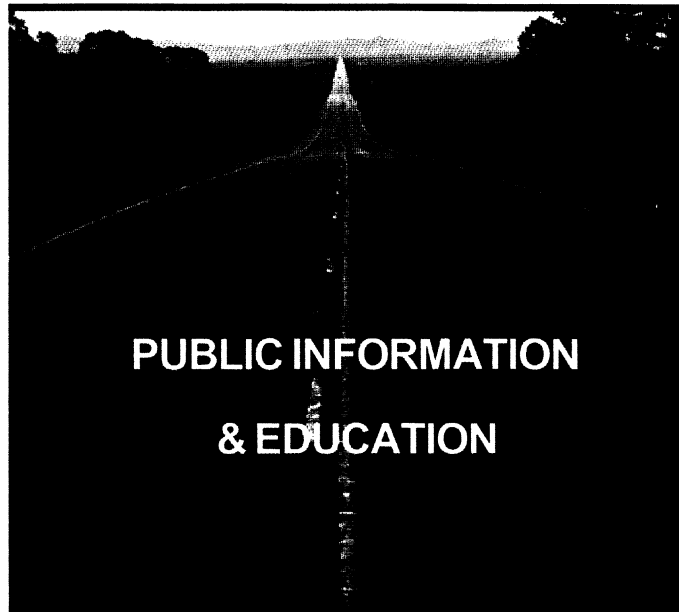
PARTNERSHIP EXPANSION

The new Windows based version allows for the capture of all data fields on both the crash report and the uniform traffic citation. For future data transfer capability, key governmental agencies have become involved in the program development and upgrade process. These agencies- the Missouri State Highway Patrol, Missouri Department of Transportation, and the Federal Highway Administration-have become valuable partners in the MOTIS software project.

PROGRAMMING

Beta testing of the software began during the fourth quarter of the budget year. The sites selected for testing were: Washington Police Department, DeSoto Police Department, Pleasant Valley Police Department, Independence Police Department, Clay County Sheriff's Department, and the Herculanium Police Department. Error Identification forms were provided to each test site to allow for immediate notification of any errors that may be discovered.

After required clean up of errors discovered, release of the Windows based version will begin during the first quarter of the next budget year (FY 2000).



PUBLIC INFORMATION AND EDUCATION**PROGRAM AREA(S)**

Public Information and Education

JURISDICTION SIZE

Total state population of approx. 5.4 million

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

All demographic groups (with emphasis on 21-34 year-old adults)

PROJECT CHARACTERISTICS

Traffic safety public awareness activities and materials are developed and distributed by the Division of Highway Safety in an attempt educate the public and modify unsafe driving behaviors.

PROBLEM IDENTIFICATION

The motoring public continually increases and evolves as new drivers are licensed each day and individuals shift from one target population to another (from passengers to drivers; young drivers to mid-range drivers; mid-range drivers to mature drivers, etc). During 1998, a person was killed or injured in a traffic crash in Missouri every 6.5 minutes. Adequate public education and information concerning safe and responsible driving must be available to drivers and passengers if we are going to be able to impact this problem.

GOALS AND OBJECTIVES

To develop a statewide public awareness campaign that has the potential to make a positive impact regarding safe and responsible driving on the motoring public but which has specific appeal to the 21-34 age bracket.

STRATEGIES AND ACTIVITIES

- Hire a public relations firm
- Develop and distribute campaign materials and public service announcements
- Track media involvement and output of materials

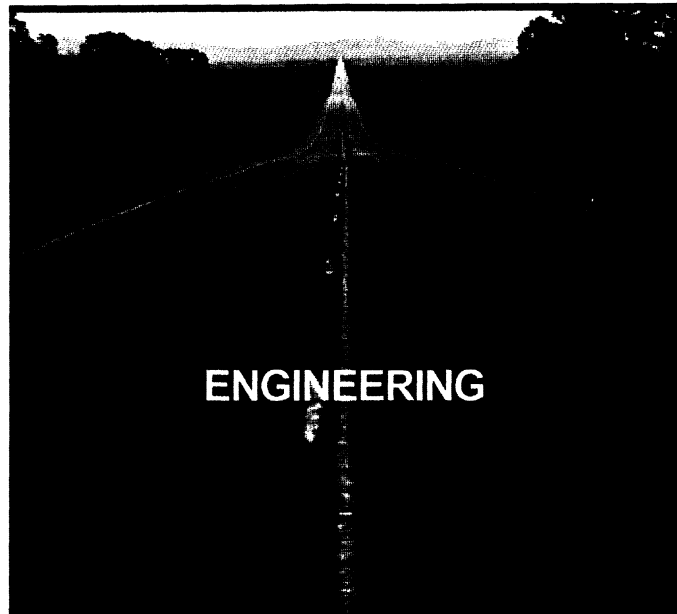
RESULTS

The Beenders Marketing Group (TBMG) was hired as the Division's public relations firm. TBMG developed a new MDHS logo and slogan "Safe Driving for Life". Ad campaigns included *Save a Grownup* that used children appealing to adults to be responsible drivers and the *Missouri Millennium Promise* (MMP). The promise states simply, "Now and in the future I promise to be a safe and responsible driver because what I do counts." The goal of the MMP is to obtain 2 million signatures by the end of the year 2000. The start of this campaign began with television public service announcements and Highway Safety Brigades. The brigades consisted of a motorcoach filled with safety advocates visiting cities to promote the MMP during a whistle-stop type of tour. In all, there were nine brigades that visited over 90 cities.

FUNDING**Section 402: \$ 184,448.32****Local: \$ 15,000.00****CONTACT**

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Almost 10,000 signed MMP cards were collected, and over 50 proclamations were issued. Communities were encouraged to do local sign-up events. The Division has received over 25,000 cards, and they continue to arrive on a daily basis as individuals, businesses, schools, medical groups, government agencies, and civic organizations host local events.



**BRIDGE ENGINEERING ASSISTANCE PROGRAM (BEAP)
TRAFFIC ENGINEERING ASSISTANCE PROGRAM (TEAP)****PROGRAM AREA(S)**

Engineering

JURISDICTION SIZE

The size of this program is limited only by budget constraints

TYPE OF JURISDICTION

Mostly smaller rural communities & counties

TARGETED POPULATION(S)

Smaller communities/counties with limited resources

PROJECT CHARACTERISTICS

The BEAP and TEAP programs have been developed in an effort to provide professional engineering assessments of bridge and traffic problems to qualifying political subdivisions. This project is funded through the MO Department of Transportation

PROBLEM IDENTIFICATION

Bridge & traffic engineering issues (e.g. structure, design) are a problem throughout Missouri. Often smaller communities/counties do not have the budget or staff to perform intricate, scientific engineering studies. Without assistance, they are unable to adequately identify the problems in order to be able to work toward resolving them.

GOALS AND OBJECTIVES

To provide engineering studies of various degrees to communities/counties restricted by budget, size and ability thereby enabling them to build and maintain better roadways and bridges to handle traffic loads.

STRATEGIES AND ACTIVITIES

- MODOT subcontracts with professional engineering consultant firms in the eastern and western halves of the state.
- Political subdivisions submit requests for assessments to MODOT; requests are reviewed to determine eligibility.
- Assignments are made to carry out assessments.

RESULTS

Types of studies provided this year: multi-way stops; sign reviews; congestion; signal timing and geometrics; traffic programs; parking & circulation; speed limits; intersection analysis; traffic volume summaries; bridge studies; etc.

FUNDING

Section 402: \$128,000

Section 410:

CONTACT

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BEAP assessments were completed or are in-progress in 34 counties: Pettis, Texas, Chariton, Clay, Pike, Mercer, St. Louis, Daviess, Caldwell, Livingston, Platte, Atchison, Callaway, Clinton, Henry, Holt, Crawford, Howard, DeKalb, Harrison, Dade, Saline, Knox, Monroe, Jasper, Gentry, Cedar, Jackson, Montgomery, Boone, Macon, Christian, Ray, and Cass.

TEAP assessments were completed or are in-process in 14 cities/counties: Maplewood, Hannibal, St. Peters, Jennings, Mt. Vernon, Boone County, Warsaw, Raymore, Jefferson County, Moberly, Fredricktown, St. Charles, Crestwood, and Lawson.

TRAINING & CONFERENCES—ENGINEERING**PROGRAM AREA(S)**

Engineering

JURISDICTION SIZE

The size of this program is dependent on participation of engineers

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Local, state, and state-contracted traffic engineers

PROJECT CHARACTERISTICS

Provides funding for traffic engineering training and conferences.

PROBLEM IDENTIFICATION

There is always a need to provide opportunities for technological exchange in fields which require a great deal of expertise, such as in the area of traffic engineering. The Missouri Department of Transportation would like to provide continual training to any personnel who have such responsibility. On the local level, the need is even greater where there is a lack of trained personnel in traffic engineering. Often the task of evaluating or recognizing traffic problem areas lies with personnel whose primary responsibilities are not always in relation to traffic/safety engineering.

GOALS AND OBJECTIVES

To provide high quality engineering training on traffic standards, methods and new developments to local, state, and state-contracted personnel. These techniques and ideas are then utilized to ensure Missouri's roads are safer for the traveling and pedestrian public.

STRATEGIES AND ACTIVITIES

The Missouri Department of Transportation plans, organizes and hosts one conference and two workshops annually.

RESULTS

There were 213 individuals trained.

FUNDING

Section 402: \$20,000

Section 410:

CONTACT

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HIGHWAY SAFETY DATA PROCESSING: STATISTICAL ANALYSIS CENTER (SAC) AND STATEWIDE TRAFFIC ACCIDENT REPORTING SYSTEM (STARS)

PROGRAM AREA(S)

Engineering

JURISDICTION SIZE

All individuals involved in traffic crashes or receiving citations.

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

State agencies and law enforcement agencies

PROJECT CHARACTERISTICS

Research, data analysis, statistical programming, and technical resource support for information service requirements of MDHS as well as other state and local traffic safety authorities. Data entry, encoding and microfilming of all traffic crashes sent to the Missouri State Highway Patrol.

PROBLEM IDENTIFICATION

Providing sophisticated information support services and research capabilities is an essential ingredient in the development of comprehensive traffic safety programs at the State and Federal levels. The Traffic Division at MSHP is the statewide repository for all traffic accident reports. All accident reports are entered into the state system at that location. This cannot be accomplished effectively and in a timely manner without overtime hours to encode accident reports, modify report forms, print accident reports, and prepare manuals.

GOALS AND OBJECTIVES

- Provide concise, timely, and detailed statistical analyses to MDHS and requesting agencies to assist in strategic planning for their operations
- Educate law enforcement agencies on the proper method of completing accident reports
- Assure rapid entry of accident reports into mainframe database to have current statistics for countermeasure efforts

STRATEGIES AND ACTIVITIES

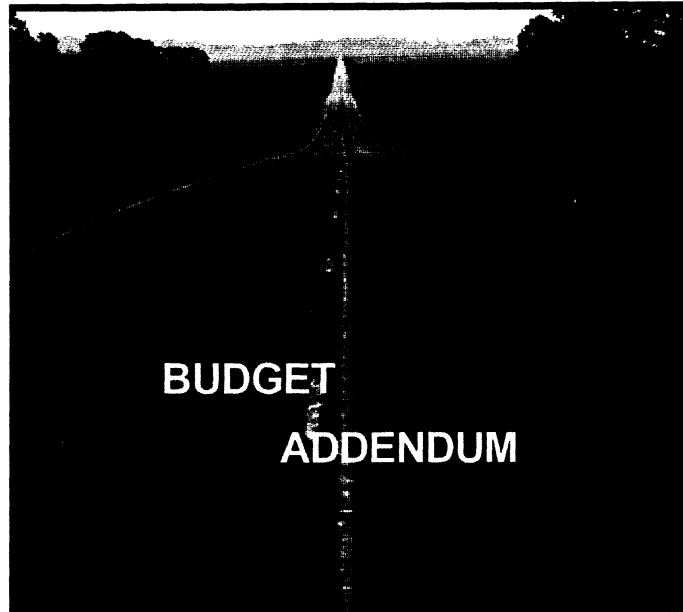
- Properly forecast needs of agencies requesting statistical information and remain current on software upgrades
- Properly forecast the number of accident report forms needed to assure an adequate supply for all requesting law enforcement agencies
- Determine number of hours necessary to encode reports within an acceptable time frame.

FUNDING**Section 402: \$ 23,052.07****Section 410: \$****CONTACT**

**Bill Whitfield, Program Manager
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RESULTS

SAC produced the 1998 Traffic Safety Compendium and disseminated the document to over 200 state, federal, and local traffic safety authorities and other public officials. Analysis was executed on the number of traffic crashes in Missouri resulting from the speed limit increase. Analytical and information service was provided to the MDHS to support implementation of countermeasure programs contained in the Highway Safety Plan. STARS processed 174,508 accident reports.



U.S. DEPARTMENT OF TRANSPORTATION, NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
FEDERAL AID REIMBURSEMENT VOUCHER

Number: 1999 -VOU- 017

Date 12/17/1999

State of Missouri

Progress Voucher

** APPROVED **

Period of Claim: 11/01/1999 to 11/30/1999

Reimbursement Method: Advance 99-ADV-015 \$178,950.68

Program Area Code	Project	HCS Federal Funds Obligated	Amount of Share-to-Local Benefit	Cumulative State/Federal Cost to Date	Cumulative Federal Funds Expended	Federal Funds Previous Amnt. Claimed	Federal Funds Claimed this Period
NHTSA							
Section NHTSA 402							
Planning and Administration							
PA-99-01-00-00		164,520.96	0.00	125,204.62	125,204.62	125,204.61	0.01
TOTAL Planning and Administration		164,520.96	0.00	125,204.62	125,204.62	125,204.61	0.01
Alcohol							
AL-99-03-00-00		572,502.93	0.00	419,346.06	419,346.06	381,967.58	37,378.48
TOTAL Alcohol		572,502.93	0.00	419,346.06	419,346.06	381,967.58	37,378.48
Occupant Protection							
OP-99-05-00-00		166,816.71	0.00	56,047.83	56,047.83	56,047.83	0.00
TOTAL Occupant Protection		166,816.71	0.00	56,047.83	56,047.83	56,047.83	0.00
Police Traffic Services							
PT-99-02-00-00		2,002,359.60	0.00	1,973,480.60	1,973,480.60	1,908,183.63	65,296.97
TOTAL Police Traffic Services		2,002,359.60	0.00	1,973,480.60	1,973,480.60	1,908,183.63	65,296.97
Traffic Records							
TR-99-06-00-00		143,563.01	0.00	82,929.18	82,929.18	82,929.18	0.00
TOTAL Traffic Records		143,563.01	0.00	82,929.18	82,929.18	82,929.18	0.00
Youth Alcohol							
YA-99-03-00-00		628,956.90	0.00	338,148.72	338,148.72	317,845.72	20,303.00
TOTAL Youth Alcohol		628,956.90	0.00	338,148.72	338,148.72	317,845.72	20,303.00
Safe Communities							
SA-99-09-00-00		413,367.63	0.00	251,219.25	251,219.25	233,008.97	18,210.28
TOTAL Safe Communities		413,367.63	0.00	251,219.25	251,219.25	233,008.97	18,210.28
Roadway Safety							
RS-99-00-00-00		372,770.14	0.00	117,585.59	117,585.59	117,585.59	0.00
TOTAL Roadway Safety		372,770.14	0.00	117,585.59	117,585.59	117,585.59	0.00
Special Occupant Protection							
SO-99-05-00-00		169,432.03	0.00	125,683.97	125,683.97	125,683.97	0.00
TOTAL Special Occupant Protection		169,432.03	0.00	125,683.97	125,683.97	125,683.97	0.00
TOTAL Section NHTSA 402		4,634,289.91	0.00	3,489,645.82	3,489,645.82	3,348,457.08	141,188.74
Section 157 Funds							
157 Police Traffic Services							
157PT-99-02-00-00		298,000.00	0.00	136,067.31	136,067.31	136,067.31	0.00

U.S. DEPARTMENT OF TRANSPORTATION, NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
FEDERAL AID REIMBURSEMENT VOUCHER

Number: 1999 -VOU- 017

Date 12/17/1999

State of Missouri

Progress Voucher

Period of Claim: 11/01/1999 to 11/30/1999

** APPROVED **

Reimbursement Method: Advance 99-ADV-015 \$178,950.68

Program Area Code	Project	HCS Federal Funds Obligated	Amount of Share-to-Local Benefit	Cumulative State/Federal Cost to Date	Cumulative Federal Funds Expended	Federal Funds Previous Amnt. Claimed	Federal Funds Claimed this Period
TOTAL 157 Police Traffic Services		298,000.00	0.00	136,067.31	136,067.31	136,067.31	0.00
157 Occupant Protection							
157OP-99-05-00-00		70,000.00	0.00	0.00	0.00	0.00	0.00
TOTAL 157 Occupant Protection		70,000.00	0.00	0.00	0.00	0.00	0.00
157 Roadway Safety							
157RS-99-11-00-00		200,000.00	0.00	175,757.60	175,757.60	175,757.60	0.00
TOTAL 157 Roadway Safety		200,000.00	0.00	175,757.60	175,757.60	175,757.60	0.00
TOTAL Section 157 Funds		568,000.00	0.00	311,824.91	311,824.91	311,824.91	0.00
Section 405 Occ. Prot.							
405 Occupant Protection							
J2-99-00-00-00		0.00	0.00	0.00	0.00	0.00	0.00
TOTAL 405 Occupant Protection		0.00	0.00	0.00	0.00	0.00	0.00
TOTAL Section 405 Occ.		0.00	0.00	0.00	0.00	0.00	0.00
Section New 410 Alcohol							
410 Alcohol							
J8-99-00-00-00		890,634.00	0.00	447,312.76	447,312.76	442,763.08	4,549.68
TOTAL 410 Alcohol		890,634.00	0.00	447,312.76	447,312.76	442,763.08	4,549.68
TOTAL Section New 410		890,634.00	0.00	447,312.76	447,312.76	442,763.08	4,549.68
Section 157 Funds							
157 410 Alcohol							
157J8-99-03-00-00		168,100.00	0.00	0.00	0.00	0.00	0.00
TOTAL 157 410 Alcohol		168,100.00	0.00	0.00	0.00	0.00	0.00
TOTAL Section 157 Funds		168,100.00	0.00	0.00	0.00	0.00	0.00
Section 410 Alcohol							
410 Alcohol							
J7-99-03-00-00		362,185.07	0.00	0.00	0.00	0.00	0.00
TOTAL 410 Alcohol		362,185.07	0.00	0.00	0.00	0.00	0.00
TOTAL Section 410 Alcohol		362,185.07	0.00	0.00	0.00	0.00	0.00

Section 411 Data Prog.

U.S. DEPARTMENT OF TRANSPORTATION, NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
FEDERAL AID REIMBURSEMENT VOUCHER

Number: 1999 -VOU- 017

Date 12/17/1999

State of Missouri

Progress Voucher

** APPROVED **

Period of Claim: 11/01/1999 to 11/30/1999

Reimbursement Method: Advance 99-ADV-015 \$178,950.68

Program Area Code	Project	HCS Federal Funds Obligated	Amount of Share-to-Local Benefit	Cumulative State/Federal Cost to Date	Cumulative Federal Funds Expended	Federal Funds Previous Amnt. Claimed	Federal Funds Claimed this Period
411 Data Program							
J9-99-00-00-00		0.00	0.00	0.00	0.00	0.00	0.00
J9-99-01-00-00		0.00	0.00	0.00	0.00	0.00	0.00
TOTAL 411 Data Program		0.00	0.00	0.00	0.00	0.00	0.00
TOTAL Section 411 Data		0.00	0.00	0.00	0.00	0.00	0.00
Section 157 Funds							
157 411 Data Program							
157J9-99-00-00-00		0.00	0.00	0.00	0.00	0.00	0.00
TOTAL 157 411 Data Program		0.00	0.00	0.00	0.00	0.00	0.00
TOTAL Section 157 Funds		0.00	0.00	0.00	0.00	0.00	0.00
TOTAL NHTSA		6,623,208.98	0.00	4,248,783.49	4,248,783.49	4,103,045.07	145,738.42
FHWA							
Section FHWA 402							
Traffic Engineering Services							
FTE-99-11-00-00		113,326.37	0.00	93,277.89	93,277.89	60,065.63	33,212.26
TOTAL Traffic Engineering		113,326.37	0.00	93,277.89	93,277.89	60,065.63	33,212.26
TOTAL Section FHWA 402		113,326.37	0.00	93,277.89	93,277.89	60,065.63	33,212.26
TOTAL FHWA		113,326.37	0.00	93,277.89	93,277.89	60,065.63	33,212.26
TOTAL NHTSA & FHWA:		6,736,535.35	0.00	4,342,061.38	4,342,061.38	4,163,110.70	178,950.68
Total NHTSA & FHWA 402 Only:		5,315,616.28	0.00	3,894,748.62	3,894,748.62	3,720,347.62	174,401.00
Total NHTSA & FHWA Transfer Funds Only:		0.00	0.00	0.00	0.00	0.00	0.00

I CERTIFY, that in accordance with the laws of the state and under the terms of the approved program(s) area that actual costs claimed have been incurred and have not previously been presented for payment.

State Official: Lisa Baker

(APPROVAL AND PAYMENT ARE SUBJECT TO ADJUSTMENT, YEAR-END AUDIT OR OTHER APPROPRIATE REVIEW)

